

HAWAIIAN STAR.

SECOND SECTION

PAGES NINE TO SIXTEEN.

HONOLULU, HAWAII, SATURDAY, NOVEMBER 4, 1911.

PAGES NINE TO SIXTEEN.

PHILIPPINE BUDGET RECEIVED IN TRANSPORT LOGAN'S MAIL

MANILA, Oct. 14.—The Hon. Manuel Quezon, resident commissioner in Washington and champion booster of the hopes of some of the Filipino people, arrived in this city yesterday morning on the Prinz Sigismund. Mr. Quezon looked well and jauntily strode forward to meet the party of delegates and friends from Tayabas who formed his reception committee.

During the day Senor Quezon conferred with many friends and received reports from the leaders of his party as to the situation here. In the afternoon he and Hon. Sergio Osmena, speaker of the Assembly, had a long talk, and at 5 o'clock he received an ovation at the hands of an immense concourse of his countrymen.

The committee, with two bands of music, in a long procession of automobiles came over the Bridge of Spain and halted on the eastern side of the gardens. Mr. Quezon alighted, and, bowing right and left and grasping the hands of many friends, made his way through a living lane of his countrymen to the grand stand. Here he was warmly welcomed by the governor general and the committeemen. After this little ceremony was finished, Chairman Areola introduced Mr. Quezon in a very eloquent and well worded address, extolling his virtues as a delegate and as a patriot.

In reply, Mr. Quezon, who was loudly cheered when he rose to speak, said that he was overwhelmed by the warmth of his reception. He said that his first wish was always to obey the orders of his people and the Philippine Assembly. He noticed, he said, a great difference between the atmosphere now and on the occasion of his last welcome to the islands. Then, said he, there were no govern-

ment officials taking part in his reception, but, today, on the contrary, there was with them the governor general and many other Americans, which he interpreted as a good sign that the government officials and the people were more in sympathy with each other.

It gave him personally, said Mr. Quezon, great satisfaction to see so many Americans present at this meeting to welcome him. He said that the proper principle of the government was the government of the majority by the majority with a sufficient guarantee that the rights of that minority would be protected.

Address by General Bell.

Marble Hall was crowded by a large and appreciative audience a few evenings ago to hear Major General J. Franklin Bell speak on the subject of "Some Obligations of Americans in Connection With Philippine Problems" before the University Extension Institute. Judge Chas. S. Lobinger, chancellor of the Philippine academy, introduced the distinguished speaker, calling attention to the fact that President Taft had once addressed an audience of the institute.

General Bell reviewed the great progress that had been made in the world in material things and asserted that the march of events had been even more remarkable in the development of human rights and interests. He then developed the main principle of his theme, making a stirring appeal to all to make every possible effort to develop all the possible good in themselves.

He then applied the theory to practical things, and especially to the intercourse of Americans with the inhabitants of the Philippines. He said that he had a varied experience in every province on the island of Luzon (Continued on page sixteen.)

WOMAN REGISTERS AT NINETY-TWO

LOS ANGELES, Cal., Oct. 19.—Mme. Caroline Severance registered today as a voter in the state of her adoption, recording her occupation as "mother of clubs."

Mme. Severance, who is nearly ninety-two years of age, has fought for fifty-eight years for the progress and enfranchisement of women. She declared that today was among the proudest days of her life.

The registration took place in her own home late in the afternoon. Since the recent election week she has been in bed, too ill to see any one. She was so anxious not to delay registering, however, that they sent for a clerk, Mrs. Lesley Marion Carlisle, a friend, and in the presence of her niece, Miss Caroline Severance, and her companion, Miss Patricia Holke, she enrolled herself as a voter, shaking hands with every one at the conclusion of the formalities.

EAGLE INSPECTS RODGERS' BIPLANE

WACO, Texas, Oct. 19.—"Cal" P. Rodgers, the aviator, en route from the Atlantic to the Pacific, flew from Dallas to Waco today, 100 miles in ninety-five minutes, landing at four o'clock this afternoon. His only stop was at Hillsboro, fourteen miles north of Waco, where he replenished his gasoline.

He will resume his journey tomorrow morning with Austin, 108 miles distant, as the next stopping point.

Rodgers told of an encounter he had with a curious minded eagle. After driving along at express speed for a score of miles, with the bird directly beneath him, a thousand feet below, Rodgers observed the eagle rise and make directly for the machine. The bird continued upward until within a few feet of the racing aviator, then, frightened by the propellers, suddenly swooped down and passed out of vision.

BABY DREXEL DOING NICELY

NEW YORK, Oct. 19.—All unconscious of the \$30,000,000 fortune to which she has become heiress by merely making her appearance in the world, very little Miss Edith Kingston Drexel received a shower of congratulatory messages from both sides of the Atlantic at her residence, 1015 Fifth avenue, this morning. Telegrams, letters and cable messages have poured into the Drexel home ever since Miss Drexel's arrival yesterday.

The baby is heir to the two big fortunes of the Drexels of Philadelphia, and the Goulds.

As this point is reached, the big bridge across Hakalau gulch, which is 190 feet in height and for which the towers have already been completed, will be finished. The Maui gulch tunnel is over half done and going ahead rapidly.

Horace Johnson, supervising chemist for the Brewer plantations on this island, returned from Honolulu by the Mauna Kea. He was accompanied by J. H. Pratt, who will take the position of chemist for the Pepeekeo plantation.

The Onomea plantation has recently erected a number of new cottages at its Papaikou camp, which caused special comment from the board of Health representatives on account of their superior sanitary arrangements. Manager Pullar of the Honoma plantation had a bad fall from a plantation fence on Monday, cutting his head and hand and spraining one arm.

Wailuku Has New Paper. WAILUKU, Nov. 3.—The Weekly Times, a 20-column paper, made its first appearance yesterday. Vette A. Vettesen being editor and publisher, with the following introduction:

"With this issue The Weekly Times makes its first appearance in public. The sheet does not impress one by its size, but from small and humble beginnings great results have been achieved. The acorn is but an insignificant little seed, but it grows into a mighty oak. With impartiality and (Continued on page fifteen.)

The Onlooker

By the Man
at the
Tailor Shop

We don't know as much about seismology as do the wild animals; and we shall all be lucky if we ever learn half as much. A hint of what the beasts of the field are cognizant of may be found in John Vance Cheney's impressive lines on "The Earthquake":

Strange stillness; all the light leaves, heavily
They hang in threatening quiet; not a sound
From all the breathless and expectant ground;
The wild horse halts, with terror in his eye;
The snug cubs whisper—hark! the old wolves cry;
Hid might is twisting in the ominous sound,
Wrenching Day's foot from off his ancient round;
He stands aside; the Specter passes by.
In the mid-earth, under the unplumbed sea,
The masonry of ages slips, gives way;
Great cities, brave with towers, headlong are hurled
From their stiff insouciance, heaped derisively
Littering where the Specter steps, death-gray,
Watched of the unwarmed kingdoms of the world.

These are the California symptoms particularly, but it may be true in many other places that the animals, wild and tame, know when a quake is coming—and they know for hours before. On a well-remembered California afternoon and night, long ago, I first noted the phenomena. Inanimate nature was strangely silent and brute nature was visibly disturbed. The air was still. One's house dog, silently running about the yard, with his nose to the ground, could not be induced to enter the familiar home. The winter frogs did not croak that night. Horses pounded in their stalls. Fowls gathered in nervous groups before roosting and the cocks did not invade the moonlit quiet with a single strident note. Birds were in endless flurry. Pigs stopped squealing and grunting and seemed to listen apprehensively for something to happen. An imaginative mind was appalled by the occult portents of the night and, if long in California, one could suspect what was coming. At 11 o'clock—a favorite hour for California earthquakes—there was a deep note underfoot and then came the heave and roll of earth's convulsive forces. Excitement grew high in the stable and hen house and the dog howled lamentably. All that night, at intervals of an hour or two, were shocks and there were a few the next night. But within forty-eight hours nature threw off her appalling silence and there was no more earthquake. It was cheerful to hear the frogs again; and the gaudy rooster back of the house could sound his clarion at will without drawing any man's curse.

Public spirit in Honolulu rises like a great tide when there is a visible emergency, but when there isn't it presents a very placid surface indeed, not to say a stagnant surface. Given bad sanitary conditions and the public asks: "Why doesn't the Board attend to them?" Add an epidemic and the whole white citizenship—excepting the politicians and job-chasers—rises as one man, gets in behind the Board and does things.

Talking about the political machine and Kulu's "people of Hawaii," how quickly they vanish from the scene when trouble comes and requires some sort of public-spirited and self-sacrificing work to meet it. If they have any interest at all in a season of epidemic it is in the appropriations; and if they can't handle the money or get the lion's share of it, they adjourn to the ante-room and smoke. Just watch the fellows that throng the streets and block Cunha's alley when primaries are on or when the legislature is about to meet and see if you can find one mother's son of them about when the town needs their unselfish patriotism. And our brown-skinned fellow-citizens must all be paid to lift a finger and they won't lift that unless some watchful official is around to see them do it.

Friend Starrett must have been amazed at the chorus of disapproval which the small-farm idea evoked from Kauai. The California expert knows all about soil and crops but he can't be expected to know Kauai peculiarities. The island to the right of Honolulu is mostly a baronial preserve. The shoreline all around is owned against intruders and if a stranger drops in by sufferance and seeks a piece of land in fee simple he runs up against a rocky time. There are fine and brainy people on Kauai and they furnish much of our current state-manship of Hawaii, but the only immigration they want is laborers for the sugar estates. Otherwise, if you please, they wish to be let alone. The general sentiment is that of their most interesting noble, Baron Spalding of Makee, who says "I believe in the greatest good to the greatest number and the greatest number is number one." So do the rest of 'em. For one I can't blame the lords of Kauai for their exclusive ideas, for the island gives them the splendid isolation that a landed aristocracy craves; they have established a fine system of hospitality which might not work out well with a large, crowding population; the price of land and the taxes don't get feverish, and nobody makes the landed gentry any trouble. For agriculture, Kauai will grow anything, which accounts for the name "Garden Island," but Mr. Starrett needn't draw conclusions from that. The soil is full of treasure but no new treasure-hunters need apply.

It's a most curious phase of human nature to dispute the existence of a plague which answers all the tests. In bubonic times twelve years ago there were people here who kept on insisting, from first to last, that the malady was something else. What mattered it if the something else was just as bad? When cholera came there was the same phenomena. It was always some other disease to the scoffers, yet it was as fatal as cholera and in the same way. Now the curbstome specialists hold that there is no yellow fever in town. They don't pretend to say what the Hongkong Maru really brought, but insist as usual that it was "something else." If the doctors had reported jungle fever the vested kickers would have said "Yellow Jack" to the last man.

CORRECT TIME FLASHED TO VESSELS AT SEA. Since the wireless method of sending messages has been perfected it is possible to flash the correct time each day to vessels far out at sea.

The tallest wireless station in the world is the Eiffel tower in the city of Paris, and from this and a number of other tall stations throughout the globe the time is sent at noon, midnight and at eight in the morning and evening. Thus the officers of vessels in a great part of the earth's great waterways do not have to depend for their reckonings on the correctness of their chronometers.

This is a step forward, and one of the many made possible by the wonderful wireless. We do not know what to expect next.

YEE CHAN'S SALE. Have you taken an interest in the special sale being carried on by Yee Chan & Co., King and Bethel streets? This is a genuine marked-down prop-

ELY, THE INTREPID AVIATOR, PREDICTED HIS TRAGIC END

MACON, Ga., October 19.—Eugene Ely, aviator, was fatally injured at the State Fair grounds today when his machine failed to rise from a sensational dip and plunged with him fifty feet to the ground. He fell in the presence of nearly 8000 persons to the middle of the enclosure of the race track after almost clearing the machine by a desperate leap when he realized his peril.

He died a few minutes later, regaining consciousness just before the end long enough to mutter:

"I lost control. I know I am going to die."

Ely made a flight this morning, ascending to an altitude of 3100 feet. At 2:45 o'clock he began his second flight from the track enclosure, which he circled in a few minutes, traveling about thirty miles an hour. As he was completing the circuit he made a dip.

The machine shot downward with tremendous velocity, and the crowd applauded, thinking the aviator would rise, as he had done many times before. But Ely seemed to lose his grip, for the machine continued its downward plunge and he attempted to rise from his seat.

In fact, he released the lever altogether and half jumped, barely clearing the aeroplane as it crashed to the ground. The machine was demolished and Ely struck with terrific force.

Ely left his wife in New York two weeks ago to come to Macon to make flights for the Georgia state fair. He had been giving spectacular exhibitions here for eight days, going up on one occasion in a rainstorm. Today he even offered to make a flight by night, painting his craft with phosphorus. The offer was declined.

Before making his ascent this afternoon Ely told his attendants that he feared something would happen, and asked them to notify his wife immediately if it did.

Ely's body will be taken to New York tomorrow.

DAVENPORT, Ia., October 19.—N. D. Ely, father of Eugene Ely, left for the Georgia city late this afternoon to take charge of the body of his son. The elder Ely is a lawyer.

The aviator made exhibition flights in this city about two weeks ago. While here he was asked by one of his friends how long he expected to remain in the flying business.

"Oh, I'll do like the rest of them—keep it up until I am killed," was the reply.

Mourned in California.

SAN FRANCISCO, October 20.—From an aviation field in Macon, Ga., where lay the crushed body of an aviator who had fallen to his death, came sad news last night that recalled to thousands of Californians the memory of a lithe, boyish looking figure clad in corduroy and leggings, wearing an automobile hat and goggles, of a youth acclaimed at Selfridge aviation field last winter because he was the hero of one of the greatest feats of modern times. Eugene B. Ely had flown that day to the cruiser Pennsylvania, landed on its deck and demonstrated the possibilities of a biplane as an air courier for naval vessels.

The world astounding flight of Ely took place just nine months before the day of his death. As he arrived aboard the cruiser he was greeted by a beautiful young girl, his wife, whose praise meant more to him than the money and medals he received for risking his life.

"This never would have happened if Mabel had been with him," declared Mrs. H. C. Hall, mother of Ely's widow, at her home in Corte Madera last night.

"She always inspected his machine before every flight. He called her his guardian angel, and she wouldn't permit him to ascend when there appeared to be danger."

Wife Absent for First Time.

Ely's guardian angel was absent yesterday for the first time since her husband began flying. She received word of the tragedy while in New York and telegraphed home this message:

"Gene is dead. Am going to Davenport, La., at once. Remains there."

Davenport was the home of Ely when a boy. He left there sixteen years ago, equipped to make his living as a mechanic. He worked at odd jobs indifferently, he took up automobiling with slight success; then the era of aviation dawned and Ely taught himself the flying art.

But Ely knew that the fate of all who fly is death.

"The game will get me some day," was his occasional prophecy to the little wife who kept him under her care. Then to reassure her he would say:

"I never fly, except where I know it to be safe. You know, dear heart, from inside me must come the necessary assurance that I am fit. I can't translate it into words, but when its voice says 'Don't fly!' then Eugene Ely does not fly."

ARMY AND NAVY

CAVITE, P. L., Oct. 13.—On the best of authority your correspondent has ascertained that Rear-Admiral Murdoch is highly wrought up over the recent killing of Ensign Hovey, by the Moros of Basilan. It is said that a force of marines will be sent to the islands of Basilan, upon which there is a naval reservation and that the entire island will be thoroughly cleaned in the fullest sense of the word.

The Admiral has already issued orders for the dispatch south of all the available smaller naval gunboats. In so far as the island of Basilan is concerned, upon which as has been stated there is a naval reservation, the campaign will be under the orders of the naval officials only.

Maimed By Shell.

CAVITE, P. L., Oct. 13.—Private Albert H. Cahill, Company C, First Regiment, United States Marines, while in the barracks quarters this morning about 6:20 a. m. picked a one pound shell from the floor. It immediately exploded, blowing off both of his hands and maiming nearby comrades with blood and bits of flesh. The projectile tore one end of a mattress to shreds and then taking an upward course, tore a hole through the barracks roof.

Just how the shell came to be on the barracks floor is at present a mystery and is under investigation.

A Soldier's Suicide.

MANILA, Oct. 14.—Private Arnold Benn of Battery "B," First Field Artillery, stationed at Fort McKinley, committed suicide yesterday afternoon at three o'clock by swallowing carbolic acid in a private room above the Midway saloon on Calle San Sebastian.

The soldier, who was about 22 years old and had served one previous enlistment in the army, entered the Midway saloon about noon, registering and going up to the room assigned to him.

Coming down at three o'clock, he had one or two drinks before going up stairs with a glass of beer. A few minutes later he was heard to fall heavily to the floor, where attendants found him.

An ambulance was called at once. He was taken to the General hospital in an unconscious state and died a few minutes later.

No reason for his rash deed was given, but the military authorities have ordered an investigation.

An Army Aviator.

The Service: Lieut. Frank Lahm, Seventh Cavalry, U.S.A., one of the recognized authorities on military ballooning of the army, whose many journeys in balloons and other craft made him famous years ago, may be a passenger on the transport to sail from San Francisco for Honolulu, Guam and Manila next Monday.

Lieut. Lahm, born in Mansfield November 15, 1877, received an appointment to West Point in 1897. Following his graduation from the United States military academy, he was sent to the San Air Cavalry School in France, his furlough from which he spent with his father in Paris.

Coming and Going.

By the transport Thomas which is scheduled to arrive here on the 12th inst. (Sunday week), many good "old timers" return to the bosom of their respective companies, troops, batteries, and, best of all, Hawaii nel. Among the returning vacationists are Tom Cannon, "Top" of G troop; Walter Sherman, the genial regimental commissary sergeant, and Two-Striper Doran, the nifty one from E troop. It is expected that when this aggregation reaches Lihuela that there will be "some diddins." Aloha.

It is with regret that The Service chronicles the departure for the home. (Continued on page sixteen.)

INTER-ISLAND HAPPENINGS

HILO, Nov. 3.—Among the town visitors who arrived on Tuesday morning was Dr. L. S. Thompson of Kau, who is well known throughout the Territory on account of the fight that he has made for the rights of the homesteaders of that section for several years past. Dr. Thompson left on the afternoon of the same day for Hakalau, where he plans to spend some weeks with his son, who is the head lura of that plantation. He will visit Hilo during his Hakalau stay, to take in the trial of the Kalawiki homesteader cases which are soon to come up before Judge Parsons. In speaking of the present situation in Kau, Dr. Thompson said:

"The weather this year has been almost perfection from the standpoint of the cane grower, and if the other conditions were as favorable to the homesteader as the weather we could have no complaint to make. Our chief trouble at present, outside of the fact that we have been unable to get title to our homesteads, comes in the fact that we cannot afford to grow cane, as the Hutchinson plantation refuses to make any contracts for grinding the cane. This naturally leaves us in a bad position and were it not for the fact that with the exception of myself all the homesteaders have some other employment which enables them to hold on, we would be unable to hold out. We expect, however, to get our titles in good faith and can prove it. We have not tried to take advantage of the technicalities in the law, but have lived up to the conditions set down therein. We feel that we deserve the land and are going to get it, though the manner in which we are being held off has not been pleasant by any means."

"In spite of the fact that we have been unable to get any contracts for grinding cane, there have been about one hundred acres planted to cane which will be ripe in 1912. Whether this cane will be ground by the plantation mill, or allowed to go to waste, after the time and money which has been expended upon it, is something which remains to be seen. As far as labor goes the homesteaders can get all they want, as the men would rather work for them than for the plantation."

Wharf and Railroad.

A correspondent of the Herald offers a suggestion on the wharf and railroad question. He says in part:

"Let the railroad right-of-way start from the proposed wharf and proceed back from the waterfront for a distance of from 1530 to 1600 feet, the last 800 feet of this being in a gradual curve which will make the continuation of the line to the general vicinity of Waiakae nearly parallel the coast line. Then let the right-of-way strike directly for the nearest point on the railroad, which will be about the apex of the curve of the present line after it leaves Waiakae. At this point let it Y to the main line, one leg running toward Hilo and the other to the track to Olua."

"Let the public street, on the other hand, start from Front street at the Waiakae Settlement and run along the general lines mentioned above, keeping fairly close to the waterfront. In this manner the heavy traffic of trucks, busses, hacks, buggies and street car line will keep makal of the railroad tracks altogether and avoid crossing the same between the proposed wharf and the Waiakae village."

"I would also offer the suggestion that the Hilo Railroad Company, at the curve mentioned, about 1500 feet back from the wharf approach, be given ample room for its yards, whether in fee simple or under long lease. The present yard room, I am told, is insufficient and badly located, and room for expansion cannot be obtained."

Big Island Brevities. Jim Seaman, who was given a jail sentence for vagrancy several weeks ago, has been removed to the Hilo Hospital and Dr. Collins, who is attending to his case, states that he is very seriously ill. Seaman at one time owned the largest jewelry store in Honolulu and was in a similar position in Hilo. Liquor has been the cause of his present condition.

The pleased grin to be seen on the face of Road Supervisor Kealoha Wednesday morning was the result of his starting on a job which has long been desired by the people of this city, the resurfacing of Front street.

Very few persons have as yet taken advantage of the opportunity of registering for the coming elections, and it appears that not many fully understand the new law on this subject, passed by the recent legislature.

The Hilo Railroad Company has completed the big Honoumahu cut and will expect to run its train to Hakalau about December 15. As soon